

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-AAL-11]

Revocation of Class E Airspace; Wrangell, AK, and Petersburg, AK

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Final rule.

SUMMARY: This action revokes the Class E surface area airspace at Wrangell, AK, and Petersburg, AK. Plans to develop Required Navigation Performance (RNP) instrument approach procedures at these airports have been canceled or delayed indefinitely. Consequently, the surface areas at Wrangell Airport and Petersburg James A Johnson Airport are not longer necessary for air traffic operations. This action will result in the affected airspace reverting to Class G.

EFFECTIVE DATE: 0901 Coordinated Universal Time (UTC), April 16, 1998.

FOR FURTHER INFORMATION CONTACT: Robert van Haastert, Operations Branch, AAL-538, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number: (907) 271-5863; email: Robert.van.Haastert@faa.dot.gov; Internet: <http://www.alaska.faa.gov/at> or at <http://www.mmac.jccbi.gov/aal/at> or at <http://162.58.28.41/at>.

SUPPLEMENTARY INFORMATION:

Background

In May 1996, rulemaking actions were initiated to create surface area airspace at the Wrangell Airport and the Petersburg James A Johnson Airport to support new RNP instrument approach procedures. Alaska Airlines planned to develop RNP approaches to runways 27 and 9 at Wrangell Airport, and for runways 4 and 22 at Petersburg James A Johnson Airport. These new RNP approaches were to be designed with minimums below 700 feet Above Ground Level (AGL). The establishment of surface areas at both airports were requested and the Notice of Proposed Rulemaking (NPRM) was published June 24, 1996 (61 FR 32372). No comments to the NPRM were received and the final rule was published October 16, 1996 (61 FR 53844), establishing new surface areas for Wrangell Airport and Petersburg James A Johnson Airport. After the Juneau Sectional Aeronautical Chart, 37th edition, was published on April 24, 1997, the FAA received one Congressional Inquiry and additional letters of concern and objections to the

surface areas at both airports. Letters have been received from Sunrise Aviation INC., Nordic Air, Temsco Helicopters INC., Pacific Wing INC., Taquan Air, and Hawkair Aviation Services LTD objecting to the establishment of these surface areas without an apparent purpose and usage. Alaska Airlines has informed the FAA that their RNP instrument approach development for Wrangell Airport and Petersburg James A Johnson Airport has been delayed and that development of new RNP approaches is not scheduled in the immediate future.

On December 3, 1997, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Wrangell, AK, and Petersburg, AK, was published in the **Federal Register** (62 FR 63917). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No negative comments to the proposal were received. Letters confirming their support for this proposal were received from Sunrise Aviation INC., Nordic Air, Temsco Helicopters INC., Pacific Wing INC., Taquan Air, and Hawkair Aviation Services LTD. Thus, the rule is adopted as written.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) revokes the Class E airspace at Wrangell, AK, and Petersburg, AK. The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as surface areas for an airport are published in paragraph 6002 of FAA Order 7400.9E, *Airspace Designations and Reporting Points*, dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document would be removed subsequently from the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule,

when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9E, *Airspace Designations and Reporting Points*, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

Paragraph 6002 The Class E airspace areas listed below are designated as a surface area for an airport.

| | | | | |
|-----|----|----|----------------|-----------|
| * | * | * | * | * |
| AAL | AK | E2 | Petersburg, AK | [Removed] |
| * | * | * | * | * |
| AAL | AK | E2 | Wrangell, AK | [Removed] |
| * | * | * | * | * |

Issued in Anchorage, AK, on March 9, 1998.

Willis C. Nelson,

Manager, Air Traffic Division, Alaskan Region.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ASW-25]

Revision of Class E Airspace; Gallup, NM

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct Final Rule; Withdrawal.

SUMMARY: This action withdraws a Direct Final Rule (DFR) published in the **Federal Register** on December 15, 1997, which revised the Class E airspace at